

Central Intelligence Agency



Washington, D.C. 20505

DD/A Registry  
84-0028/105

9 OCT 1984

Mr. Harold C. King  
Commissioner  
Virginia Department of Highways  
and Transportation  
Richmond, Virginia 23219

Dear Mr. King:

This letter is in response to your letter to Mr. Fitzwater dated 27 September 1984.

Funds are being requested to cover the estimated costs of the lane improvements at the I-495/George Washington Memorial Parkway interchange. Since you state that you will be unable to assist us in justifying this expenditure, it would be premature to enter into a formal agreement at this time. STAT

It is our intent to pursue these improvements, and, at such time as we have some assurance that funding will be available, we will initiate action on an agreement with your Department for implementation.

Sincerely,

/s/ James H. McDonald

James H. McDonald  
Acting Deputy Director  
for  
Administration

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HAROLD C. KING, COMMISSIONER

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## COMMONWEALTH of VIRGINIA

### DEPARTMENT OF HIGHWAYS & TRANSPORTATION

1221 EAST BROAD STREET  
RICHMOND, 23219

September 27, 1984

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DEPUTY COMMISSIONER

J. M. WRAY, JR.  
CHIEF ENGINEER

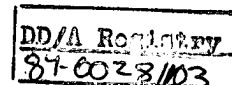
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Interstate 495 at  
George Washington Memorial Parkway  
Fairfax County

Mr. Harry E. Fitzwater  
Deputy Director for Administration  
Central Intelligence Agency  
Washington, D. C. 20505

Dear Mr. Fitzwater:

Reference is made to your letter of September 18 regarding a proposed agreement to cover the CIA's funding of an extension of the deceleration lane on northbound I-495 and the widening of the eastbound Parkway exit ramp.

When this subject was first raised in our meeting on May 21, I advised that we would investigate the matter to see if these improvements were needed to improve access to the Parkway ramp. My letter of June 5 pointed out that the a.m. backups on northbound I-495 are brought about by the lack of traffic capacity on Cabin John Bridge.

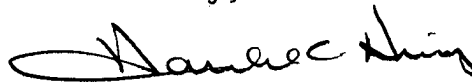
You indicated in our meeting that your studies had revealed that these improvements would improve access to the Parkway. While any improvements in this area should have some positive benefit, the solution to the backups on Cabin John will not come about until I-495 is widened to eight lanes in Virginia and Maryland and we have ten lanes on I-495 between the Parkway interchanges. Virginia's current Six Year Improvement Plan calls for the commencement of the eight lane construction in fiscal year '88-'89. Maryland's draft Consolidated Transportation Program provides for the construction of their eight lanes in fiscal year '89. Hopefully, these projects can be coordinated by the two States whereby a simultaneous completion date for all of the eight laning can be attained.

The Department has previously agreed to enter into an agreement with you to implement these improvements provided they are funded by CIA.

Mr. Harry E. Fitzwater  
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Your request that a traffic study be made to determine the benefit-cost of these improvements is beyond what the Department had envisioned when we furnished you the preliminary cost estimate. I regret that we cannot furnish you this data, however, if you can satisfy your justification requirements for these improvements, the Department is still willing to implement a project to have them constructed.

Sincerely,

A handwritten signature in black ink, appearing to read "Harold C. King". The signature is fluid and cursive, with a large initial "H" and a stylized "K".

Harold C. King, Commissioner

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